

SUPPLEMENT TO  
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- 25X1C

**CONFIDENTIAL**

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CENTRAL INTELLIGENCE AGENCY [REDACTED]

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8. Two or three planes, biplanes and twin-engine commercial planes (version of the Douglas), took-off daily from the field.
9. The field was west of the railroad station. A flight control station, a hotel for passengers, a repair hangar and a cantonment building were on the eastern edge of the field. \*
10. A radio station of 1 antenna masts and a building with a generator shed was on the northeastern edge.
11. A fuel dump with containers, each 3 meters high and 5 to 6 meters in diameter was east of the field and the railroad line.
12. Six to eight U-2s, three twin-engine Douglas, 2 Ju-52s, five to six R-2s (two-seat) and a so-called minister plane, according to description an Il-12, were seen at the field. The 3 air lines to Tashkent (41°17'N/69°15'E), Alma-Ata, and Karagarda were allegedly flown by the planes. \*\*

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\* [REDACTED] Comment. The congruent statements on the location and status of the airfield definitely show that the field was used only for civilian purposes.

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\*\* [REDACTED] Comment. The information on the aircraft types observed by a former pilot indicate that an aircraft park, as usually available for Soviet civil aviation and local district administration, is stationed at the field. The R-2 plane presumably is an R-5, an old reconnaissance biplane, model 1936, some of which are still being used by commissars of the local administration. See Annex for sketch showing location and layout of airfield.

1 Annex: Dzhezkazgan Airfield.

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